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# HOLMES HINKLEY

## AN INDUSTRIAL PIONEER

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HOLMES HINKLEY  
AN INDUSTRIAL PIONEER







HOLMES HINKLEY  
From a photograph taken in 1860

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HOLMES HINKLEY

AN INDUSTRIAL PIONEER

1793-1866

EDITED BY

WALTER S. HINCHMAN



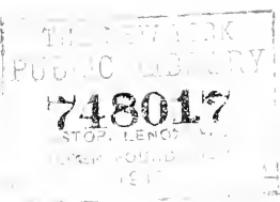
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*Wm. H. Hinckley*

BOSTON  
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## PREFACE

FORTUNATELY, the year before he died, Holmes Hinkley wrote for his children a brief autobiography, which is made the basis of this little book; but the sketch is so slight and unassuming that it has seemed wise to include footnotes, letters from those who knew either him or his work, various data of interest, and a few introductory words as a sort of background of the period in which he lived. It is hoped that the little volume will prove attractive to all who are interested in the history of our industrial pioneers and useful to all who are interested in the earliest construction of locomotives in New England.

Mr. E. R. Russell has kindly furnished me with the details of the Hinkley boiler-construction. For the illustrations I am indebted to: The Angus Sinclair Company, for the picture of the "Rocket"; Mr. John W. Merrill, for the

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pictures of the “Lion” and “No. 37”; and Mr. G. F. Starbuck, for the picture of the “Gardner.”

WALTER S. HINCHMAN.

GROTON, MASSACHUSETTS,

*February 3, 1913.*

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# HOLMES HINKLEY

## I

### AN INDUSTRIAL PIONEER

THE life of Holmes Hinkley would deserve notice because he built the first locomotive from original designs in New England; but it deserves more than passing comment for two reasons: first, because he marks the transition in which our country "found" itself; and second, because the type of life which he represents is one of the strongest features of our national character. The period of transition from a primitive agricultural people to a highly organized industrial nation is now a historical fact; but the character of the men who marked the transition, though perhaps not so common as formerly, is still the heart of the best American life.

Hinkley's second locomotive, built in 1841,

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was called the “Nantucket.” In this particular case it is a name to conjure with; it not only suggests that locomotives were rare enough to have names instead of numbers, and that in these names they retained a personal identity which to-day is unknown to all but the engineer and the author of “.007,” but it calls to mind, with Nantucket, the whale fishery and a lost age. For till one comes face to face with a few facts of the life of seventy years ago, one does not realize that in almost every sense but a chronological one the America of 1840 is as remote as the America of 1790. The passage from England to New York or Boston took two weeks at the least; once in the winter of 1840 there was no news from Europe for twenty-six days; and the Boston *Daily Advertiser and Patriot* of March 2, printing from Paris newspapers of January 4, calls its article “Late from Paris.” A few days afterwards news dated November 4 came in from China.

It was not only in the primitive means of transportation, however, that the age was

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strikingly different from the present time. Indeed, in this very respect the year 1840, with steam transportation already in use, was farther removed from 1790 than from 1912. It is rather in the primitive life which obtained in the days of Garrison and Tyler that the chief difference from our own day is manifest. The rapid development of our country, agriculturally and geographically, took place in the early half of the century. The swift strides in mechanical development belong to the last fifty years. This second period, however, may be divided, — almost sundered, — in respect to the commercial and social growth. Before 1880, roughly speaking, business was carried on in a relatively haphazard way; in all kinds of transactions there was a personal element which has perished in the machinely perfect commercial organization of the twentieth century. Social life, too, was more personal, more like the life of the first half of the century. Though cities were growing, they were still small towns; in 1835, for instance, Boston had about 77,000 inhab-

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itants; the country was at hand; and the whole life was what rural New Englanders would call "neighborly." This "neighborly" manner, whatever may be said in praise of its democratic spirit or in blame of its inconsequential gossip, was strikingly personal and familiar. The casual manner of a railroad advertisement in 1841 is significant: "Returning, leave New York at 7 A.M., reach Springfield at 7 P.M. (*via* boat to New Haven, rail to Hartford, and stage-coach to Springfield), lodge, leave for Boston at six next morning." There is no prophecy, it will be noticed, about when Boston may be reached; and the kind, personal suggestion that the passenger may "lodge" in Springfield would not be the concern of the present-day maker of time-tables.

The historian of fifty years hence will be better fitted than we to explain the stupendous development in organizing and "impersonalizing" of both business and society during the past two or three decades. The practical use of steam, however, will no doubt be reckoned

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one of the chief causes of the change. The period from 1840 to 1880, therefore, trailing the casual business methods and the personal element in society of the first half of the century, marks by its development of the steam-engine the transition from the old to the new. Holmes Hinkley, born in 1793, in his frontier experiences links us with Daniel Boone; at his death, in 1866, when the use of steam was not merely a successful experiment but an important fact, he suggests such wholly modern triumphs as the "Mauretania."

Like the early pioneers who opened the wilderness, the industrial pioneers stand out for their simplicity, versatility, and integrity. Lincoln, their contemporary, comes to mind at once as the great example. Yet we have too often a way of setting such great men apart, as if they were not merely of different degree, but of different kind. We are prone to forget that, though Lincoln was the greatest, there were many Americans of the same fibre—some in very humble walks of life, but all filled

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with the qualities which must be the background of vigorous national character.

Most of these industrial leaders, however, have been forgotten. They went down to the sea without a salute of guns, they fought their crises without the blare of trumpets, and they died, for the most part, without a "far-seen pillar" to commemorate their triumphs. Furthermore, they were modest, unassuming men, too busy to consider posterity's acclaim, too interested in their work to be interested in themselves, nobly unaware that any one might some day wonder what their philosophy of life had been. Only two of Holmes Hinkley's letters remain; and a very brief autobiographical sketch, written the year before he died, records only the chief facts of a career which must have glowed with romance. We learn at first-hand almost nothing that Hinkley thought or felt; we know only what he did; and his character must be pieced out from records of fact and the memories of a few who knew him.

The most important thing that Holmes

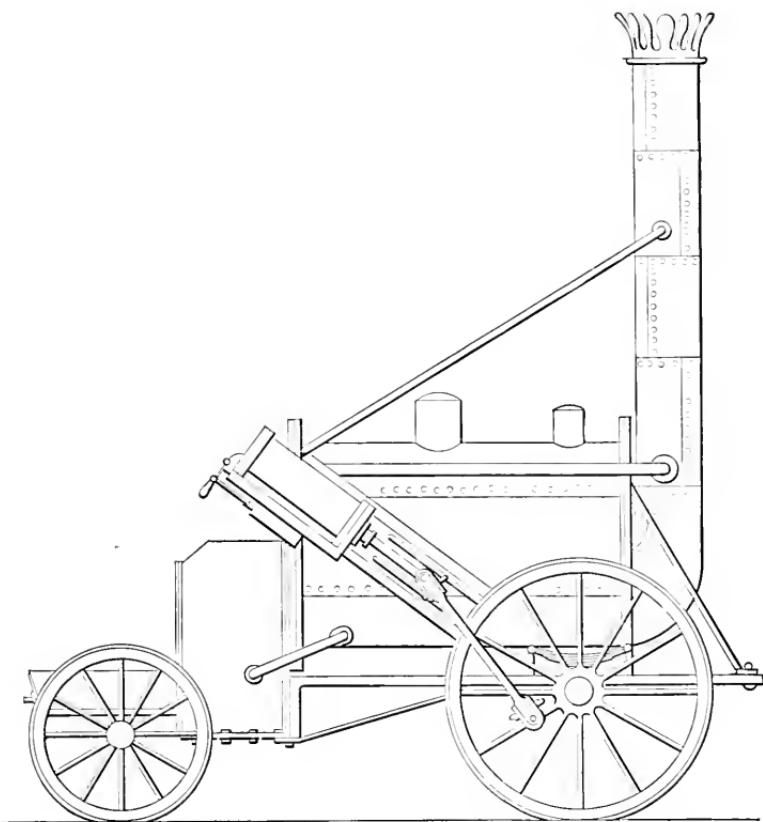
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Hinkley did was to advance the science of locomotive-building. When he began building locomotives, the history of practical railroads was just ten years old. In 1830 the Baltimore and Ohio, the first steam railroad in America, was opened for traffic. In the following decade the growth all along the Atlantic seaboard was very rapid, and many short lines came into being. New England, though its horse-power "granite railway" from Quincy to Bunker Hill (1827) was the first railroad in America, did not have a steam road till 1834, when the Boston and Worcester, "weather permitting," ran cars as far as Newton, seven miles. The following year the road was pushed through to Worcester, beyond which point grew up the Western Railroad, and, later, the Albany and West Stockbridge Railroad, all three roads being the ancestors of the Boston and Albany. This road soon connected with the New Haven and Hartford, as did also another pioneer, the Boston and Providence, first operated in 1835; while the Boston and Lowell, opened the same

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year, started the system later developed as the Boston and Maine.

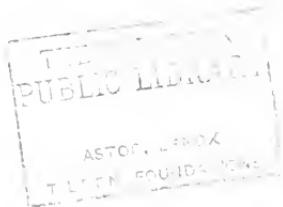
Proportionately with the growth of the roads grew the construction of locomotives. Though Americans ran their roads in their own way, and though American railroading has always been distinctively individual, the first builders naturally looked to England for their models. There the locomotive had taken a great step forward. From George Stephenson's unsuccessful engine of 1814 to Robert Stephenson's "Rocket" of 1829 the development had been enormous. Both engines look sufficiently archaic to us, but in the "Rocket," with its multitubular boiler, forced draught by the exhaust steam, connecting rods actuating the same axle-tree, and the cylinders on the sides, instead of the top, of the boiler, the chief features of the modern locomotive were established. The "Best Friend," built in New York in 1830 for the Charleston Railroad, was the first locomotive built in America; it was guaranteed to haul three times its own weight at



*Railway & Locomotive Engineering*

**ROBERT STEPHENSON'S "ROCKET"**

Built in 1829



## AN INDUSTRIAL PIONEER

ten miles an hour, and it occasionally attained, without a load, a speed of thirty-five miles an hour. Very soon after, Matthias W. Baldwin, founder of the greatest locomotive works in the world, began building and by 1839 had constructed one hundred and thirty-six locomotives.<sup>1</sup>

When Holmes Hinkley in 1840 began to build the "Cumberland," locomotive-building, it is clear, was not a wholly new thing. In New England, even, thirty-five engines had been built by the year 1838, chiefly by the Locks and Canal Company of Lowell. All of these, however, were copies of the Stephenson "Planet" type; and the "Yankee," built early in 1840 at the Mill Dam shops, was modeled after Stephenson's "Mercury." Hinkley's "Cumberland," therefore, was the first locomotive built from original designs in New England. There has been some confusion in the

<sup>1</sup> By April, 1912, 37,600 locomotives had been turned out by the Baldwin Works. In the year 1907 alone 2655 were produced.

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accounts of the first New England locomotives. One writer, for instance, asserts that the "Lion," in 1839, was Hinkley's first locomotive, but the "Lion" was not finished till 1844 and was actually the twenty-second engine turned out by Hinkley and Drury. The "Cumberland," which was sold for \$3000 to the Portland, Saco, and Portsmouth Railroad, had one pair of  $4\frac{1}{2}$  feet drivers, cylinders  $10\frac{1}{2} \times 20$  inches, and weighed, without water, 20,670 pounds.<sup>1</sup> It was first used on July 27, 1841, and on November 30 of the same year Hinkley's second locomotive, the "Nantucket," was put into operation by the New Bedford and Taunton branch. In 1842 ten engines<sup>2</sup> were turned out, the Hinkley and Drury Works prospered, and for many years a flourishing business was done. By 1856, when the record prepared by Isaac Child stops, six hundred and fifteen engines

<sup>1</sup> The heaviest engines built to-day are the Mallet Articulated type, on sixteen wheels (six pairs of driving wheels divided into two groups), and weighing 482,000 pounds. They have four sets of cylinders,  $27 \times 28$  inches.

<sup>2</sup> For a list of early Hinkley engines see p. 42.

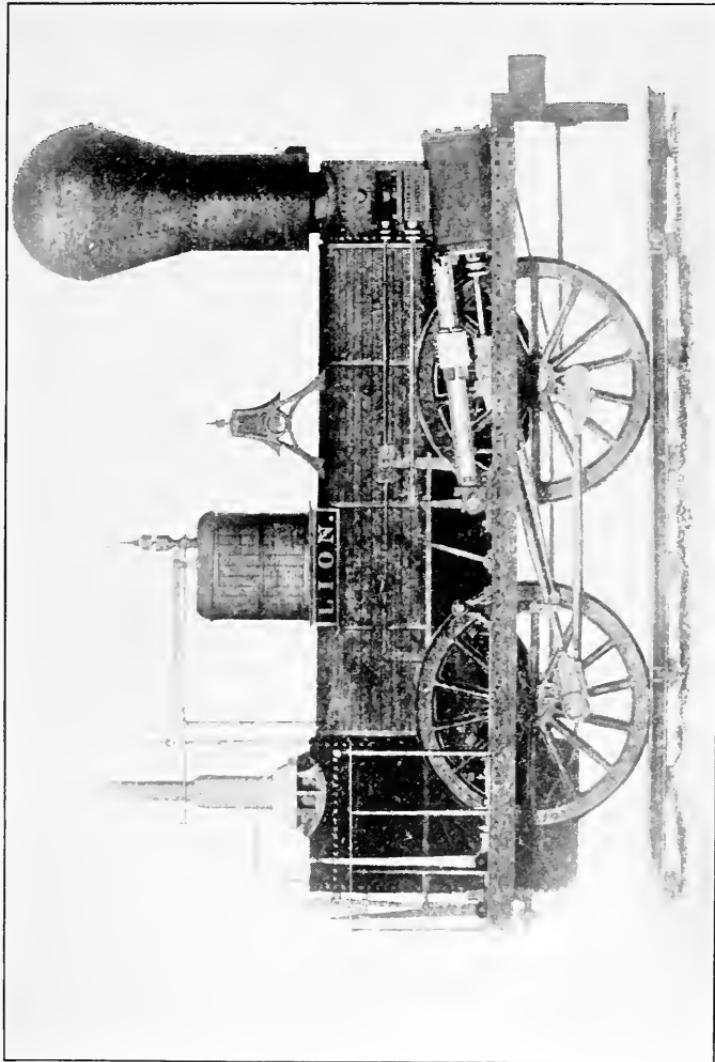
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had come from this one firm. These engines were drawn through the streets on a caravan, with twenty-eight horses, down to the Boston and Worcester and Boston and Maine yards.

In “piecing out” Holmes Hinkley’s character from his unassuming narrative, it is easy to read between the lines of his account of the disaster of 1857 that he was a man of perseverance, cheerfulness, and high sense of duty. Indeed, if his effort had been merely for the purpose of accumulating again lost riches, for the sake of the riches, it would still be hardly worthy of remark. Throughout his whole life, however, his desire for money seems to have sprung from a single motive, that of securing the best for his home and friends. “From my father’s unconscious influence,” says one of his children, “inanimate things we do not value.” He set no store in things of this world as having value of themselves, and he lived always simply, as he had learned to live in his boyhood at Hallowell.

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Throughout his life, in fact, his chief thought was for the needs of others. At home, though he was evidently quiet, almost grave, he left a memory of kindness and cheerfulness. Outside of his home many who scarcely knew him were surprised by his interest and generosity when they were in narrow circumstances. Young men, especially, enjoyed his hospitality and took inspiration from his presence. In the Works he was loved by all the men, many of whom offered him their life savings, so great was their memory of his past kindnesses to them, to help him begin business again after the disaster of 1857. The Boston *Evening Transcript*, in a memorial notice printed three days after his death, says: "His business dealings were characterized by unflinching integrity, which no greed of gain could turn aside. He used to say, 'Money is good, but it is not all nor the best.' No one could meet him without being impressed by his probity, wise judgment and sturdy good sense. . . . Many a man has said to the writer of this, 'Mr. Hinkley



HINKLEY'S FIRST "LION"

Built in 1844



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has been a father to me. He is a noble man, and I wish there were more like him!"'

In appearance he seems to have had what one who knew him well calls "a commanding personality." He was evidently one of those rare men who come instinctively by dignity and ease. "The impression that remains to me of my father's face," says one of his daughters, "is his seriousness: the look I have since seen in the faces of men who seem to be looking into the future."

Yet, however interesting the personality of Holmes Hinkley may be, it is rather the type which he represents that must hold our attention to-day. His particular case would seem to show that one never reaches the age when one should give up one's duties to others. In a broader sense, these industrial pioneers have left us an example of pluck and resourcefulness, of what is best in our national life. It is true, of course, that the time of Holmes Hinkley is past. But his lesson, the character that lay back of his effort, may be still as potent as in

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the days when the crack of a whip sent twenty-eight horses struggling, with a diminutive engine on the caravan, down the street to the Boston and Worcester yards. Moreover, it is an American character; it is our peculiar heritage.

## II

### AUTOBIOGRAPHICAL SKETCH

I GIVE a brief sketch of my origin and progress through life, to this date, 1st July, 1865. The time spent in the busy affairs of life has passed so quickly, I can only give a faint sketch of where, and how, it has been passed. I only know, by dates, it is gone.

I was born in Hallowell, Maine, June 24, 1793.

My sister, Mary, born August 16, 1799.

My sister, Hannah, born May 7, 1801.

My brother, Jesse, born 18th August, 1802.

My brother, James, born March 24, 1805.

Hannah died 12th June, 1801.

Jesse died October, 1802.

James died April 4th, 1807.

My father was lost at sea, about 1805. He was about forty years old when lost.<sup>1</sup>

<sup>1</sup> Captain James Hinkley set sail for the West Indies in 1804 and never returned. Whether the ship went down or was

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My mother<sup>1</sup> died 12th March, 1855, aged eighty-five years.

I was very sad, and much grieved, at the death of my brother James. He was a bright child, and just beginning to be company for me. I have often thought it was through the goodness of their Creator, the children were taken home in their infancy. If they had lived, there was no one to protect, nor provide for them.<sup>2</sup>

I never saw much of my father; he spent most of his time at sea. I had to rely upon my mother for protection and support, until I was nearly fourteen years old. We were always in captured by pirates, then common enough in the Caribbean, is not known.

<sup>1</sup> Mary Meigs.

<sup>2</sup> "During my father's childhood, Hallowell, on the Kennebec, was sparsely settled. The Penobscot Indians came to his mother's home mid-winter nights, to share the hospitality of her family's meal of Indian porridge and milk. After their supper, they wrapped themselves in their warm blankets, with their feet to the open fire, and lay down to spend the night. My father, a small boy, went to his cold room, under the eaves, contenting himself with a heavy fall of snow as an extra coverlet. He communed with the stars shining through the chinks in the roof as to his scheme of salvation." (Mrs. Theoda J. Hill.)

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humble circumstances, often in want of the necessities of life, such as bread, clothing.

A month before I was fourteen years old, I was apprenticed to Ephraim Lord, of Hallowell, Maine, to learn the carpenter's trade. I applied myself closely to hard work until I was twenty-one years old.

I believe I conducted myself satisfactorily to both my master and mistress. They always treated me, and regarded me, as one of their family, during and after my apprenticeship.

After I was free, I spent one year in Hallowell, at my trade. I then proposed to quit my trade, and follow navigation for a living. I was poorly educated; much was mostly acquired during a few months' schooling while I was an apprentice.

I got Captain Daniel Smith to instruct me in navigation, of which I got a slight insight.

In July, 1815, I shipped on board a little brig, called the "Bell-Savage," bound to the West Indies; cargo: lumber, with sheep on deck. We had a long passage of forty days,

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to the Island of Antigua. There we lay during the gale of 1816.

After the gale, we went to the Island of St. Barts, where we sold our cargo, took on board rum, sugar, and oranges, and came to Providence, Rhode Island. This voyage was not satisfactory to me. It was a poor craft, and poorly managed. I went to Boston, with the intention of getting a long voyage, in a good ship. Found navigation very dull. Could not get a voyage to suit me.

I then went to Hallowell, Maine, packed my carpenter's tools, returned to Boston, where I worked at my trade until the autumn of 1816. Then I went to Washington, D. C. There I spent most of my time at my trade until the autumn of 1819. My last job was on the Capitol of the United States.

Here, Mr. Joseph Dunbar, a planter from Mississippi, near Natchez, proposed to pay my expenses, if I would take to his plantation some negroes and horses he had bought in Maryland.

This I readily consented to do, as I wanted

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to see something of the Southern country. I travelled most of the way on foot, with the negroes, from Washington to Wheeling, on the Ohio River.<sup>1</sup>

Here, Mr. Dunbar gave me two hundred dollars, to pay my expenses. My company consisted of two white men, ten blacks, and twenty horses. Our route was through the States of Ohio, Kentucky, Tennessee, Alabama. The Choctaw and Chickasaw tribes of Indians occupied the entire territory.

We were on horseback for fifty days, which brought me to Mr. Dunbar's plantation, within twenty miles of Natchez. At this time there were no steamboats on the Western waters.

Mr. Dunbar and two other families went down the river in flatboats. In consequence of

<sup>1</sup> Much of interest to the present generation was omitted in this brief sketch. Hinkley's lifelong familiarity with the Penobscots, on the Kennebec, took away all fear of these strange tribes in the Middle West. To vary the monotony of travelling on foot or horseback, with his men, he took a dugout, to float down the Mississippi. At night, seeing the friendly light of the Indians' camp-fires, he felt they would welcome him, as his mother had the Penobscots, in her home on the Kennebec.

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fogs and low water we got to Natchez two months before them. I went to work at my trade in Natchez, where I remained until the autumn of 1820, when I had to leave, as the yellow fever was raging badly.

I then went to Judge Covington's, ten miles from Natchez, where I had a severe attack of yellow fever. The judge doctored me, as he did his negroes. I recovered, and worked on various plantations in that vicinity until the spring of 1821, when I left for Boston, by way of New Orleans. I spent the next summer about Boston.

I was married<sup>1</sup> in September, 1821. In October, I left my wife at her father's in Stoughton, and left Boston for Natchez. I got a job on the plantation of Thomas Freeland, forty miles above Natchez, where I remained until the spring of 1822, but agreed with Mr. Freeland to return in the autumn and finish my job.

I spent the summer in Boston, building a house in Mechanics' Place. I had to spend all

<sup>1</sup> To Mary Drake Holmes.

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my money, so on my return to Mr. Freeland's had to take steerage passage for myself and two men to New Orleans, and deck passage from there, by steamer to Natchez, then on through the woods to Mr. Freeland's place.

I had a hard winter's work, which reduced me, and, much out of health, in the spring, I left for home. To save money I took deck passage on a steamer to New Orleans, deck passage from there to Boston.

After getting out to sea, I was taken sick with dysentery, which was upon me the whole of the passage, and for some time after. I was so reduced, I lost the use of my legs and right arm. My friends thought I could not get well.

By January, 1823, I had regained my strength so as to be able to do a little work. I got a job in a machine shop, carried on by Stowell and Mears. Here was where I got my first knowledge of machinery.

By attention and close application I got to be head man of the place. I continued with them until the autumn of 1826, when they failed.

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This I felt to be a great misfortune to me, as I was much interested in the business. They were owing me two or three hundred dollars. I had to take some of their tools for my pay. I then started the machinist business with John Bolling, a man with one arm. We took for our shop the loft of Lewis's rope-walk in Roxbury. We did the repairs of the rope-walk, with such jobs as we could get. Here, with John Bolling, I built the first steam-engine I ever had anything to do with — in 1826.

Bolling got sick of life, and hanged himself. This left me alone, and in trouble again. The value of our stock and tools was five or six hundred dollars. I gave Mr. Bolling's widow three hundred dollars for her interest.

In the autumn of 1828, I left the rope-walks, and made a shop of a stable adjoining the house I then lived in. Both belonged to John Griggs. Here I was quite successful in getting business of rope-walk machinery and small steam-engines.

The increase of business required better fa-

## AUTOBIOGRAPHICAL SKETCH

cilities for doing it. I bought a lot of land on Front Street, it was then called; *now* the corner of Curve Street and Harrison Avenue. Here I built my first shop and got into it, in the autumn of 1831. In this shop I took Gardner P. Drury as partner. A year or two afterward I took Daniel F. Child as partner, to keep the books and act as treasurer.

We did a successful and profitable business. Built most of the steam-engines then in use in New England.

In the year 1833, I bought a lot of land on Washington Street,<sup>1</sup> with a good house on it. The land extended through to low-water mark. I filled in the flats, and commenced to build shops on them. I got into them in the year 1834. As business increased, I added to the shops, and bought more land.

In 1840, I built my first locomotive-engine, named "The Cumberland."<sup>2</sup> The demand for locomotives increased every year. In 1847 I

<sup>1</sup> Just above Dover.

<sup>2</sup> For a list of other early Hinkley engines, see p. 42.

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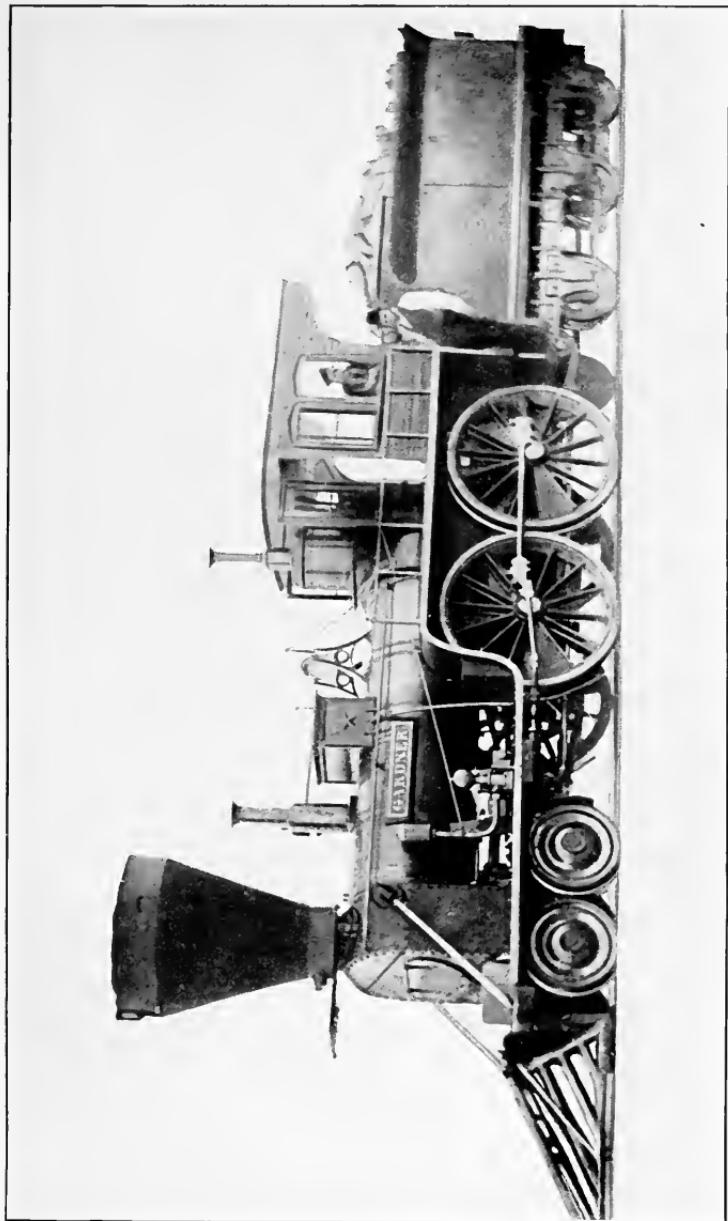
bought the Heath property, adjoining us, and erected extensive shops.

In the winter of 1848, we got incorporated, with a capital of four hundred thousand dollars. At this time we were doing a large business, at great profit.

In the autumn of 1847 I bought fourteen acres of land in Brookline. Built a fine house, with other buildings, on it. I considered it as comfortable and pleasant a place as was to be found in the vicinity of Boston. We moved into it in April, 1848. Here I spent my leisure time and money, until the place cost me forty thousand dollars.

In the winter of 1852 we bought Mr. Drury's interest in the Works. This left me with the whole care of the shops.<sup>1</sup> I found it inconvenient to pay proper attention to business, and live in Brookline, so I bought a fine house in Boston, at the corner of Ashland Place and Wash-

<sup>1</sup> With increasing business Holmes Hinkley looked beyond New England and soon sold engines in all parts of the United States. In 1856, for example, twelve locomotives went to lines west of Chicago.



HINKLEY'S "GARDNER"

Built in 1849



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ton Street. Moved there December 7, 1854. Here I expected to have been permitted to spend the remainder of my days.

I continued to be the principal manager of the Boston Locomotive Works until July, 1857. At this time I felt I had ample means to retire from business, and keep myself comfortable, for the remainder of my days.

All my debts were paid, and I placed in the hands of my trustees some ten thousand dollars for each of my children. I had left myself about one hundred thousand dollars, producing an income of six per cent. I had every reason to think it would continue to do so. Hence I retired from business, as they call it, and put the management of the Works into younger hands, who, it was considered, had more skill and energy than myself.

In this I was disappointed. In the autumn of 1857 there came a great financial crash throughout the whole country. All the railroads that were owing our corporation failed to meet

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their obligations, which embarrassed our company very much.

I felt we ought to suspend our business, to protect our property and pay our debts. My young advisers said: "There was no occasion for stopping the Works," so they struggled along, by mortgaging all the Company's property and all my private property, until the autumn of 1859, when we were obliged to fail after all.

This to me was sad and discouraging, as the best of my days were spent. With the aid of Adams Ayer, we collected as much of the wreck as we could, and bought another house in Upton Street, and partly paid for it. The house on Washington Street went to my creditors. The house on Upton Street I gave to my wife, as she seemed to be the greatest sufferer of any of the family.

I got permission to operate the Works, in a small way, until April, 1861. Then I became a partner, with Daniel F. Child, Adams Ayer, Jarvis Williams, for the term of three years.

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We partly bought of the assignees of the Boston Locomotive Works the part called the Heath property and some of the tools of the Works. This being the commencement of our troubles, our prospect for business looked gloomy. Through the energy of our Mr. Williams, we fortunately got some favorable jobs from the Government, to make guns, shot, and shells.<sup>1</sup>

<sup>1</sup> One morning during the Civil War, a man entered the office, and said, "Mr. Russell Sage wants two passenger engines delivered at once. Here is a cheque for twenty thousand dollars to pay for them." To Hinkley's reply that Mr. Sage could not be accommodated at once, the visitor cried excitedly, "But you sent out some engines this morning. Let me have two of those." Though Hinkley was still firm, the man muttered, as he left the office, something about "getting those engines." Quick as a flash Hinkley said to Williams, his partner, "I shall start for Pittsburgh this afternoon. That man in his present mood may try to 'trustee' those locomotives, and it might delay us getting our money." On his return from Pittsburgh, Hinkley showed Williams two cheques, one in payment for the engines, and another of thirty thousand dollars. "Where did you get them?" asked Williams. "Well," replied Hinkley, "I told them in Pittsburgh the engines were on the way, showed them the bill of lading, and asked them if they could accommodate me with the money." "But where did you get the other cheque?" said Williams. "Oh, I stopped off in New York and looked in to see Mr. Ogden, who wants two passenger

## HOLMES HINKLEY

This kept us busy until the close of our co-partnership, 18th April, 1864. We had each put in ten thousand dollars at the commencement, and estimated our property at forty thousand dollars each at the close of our co-partnership, to which I added forty thousand, making one hundred and sixty thousand dollars.

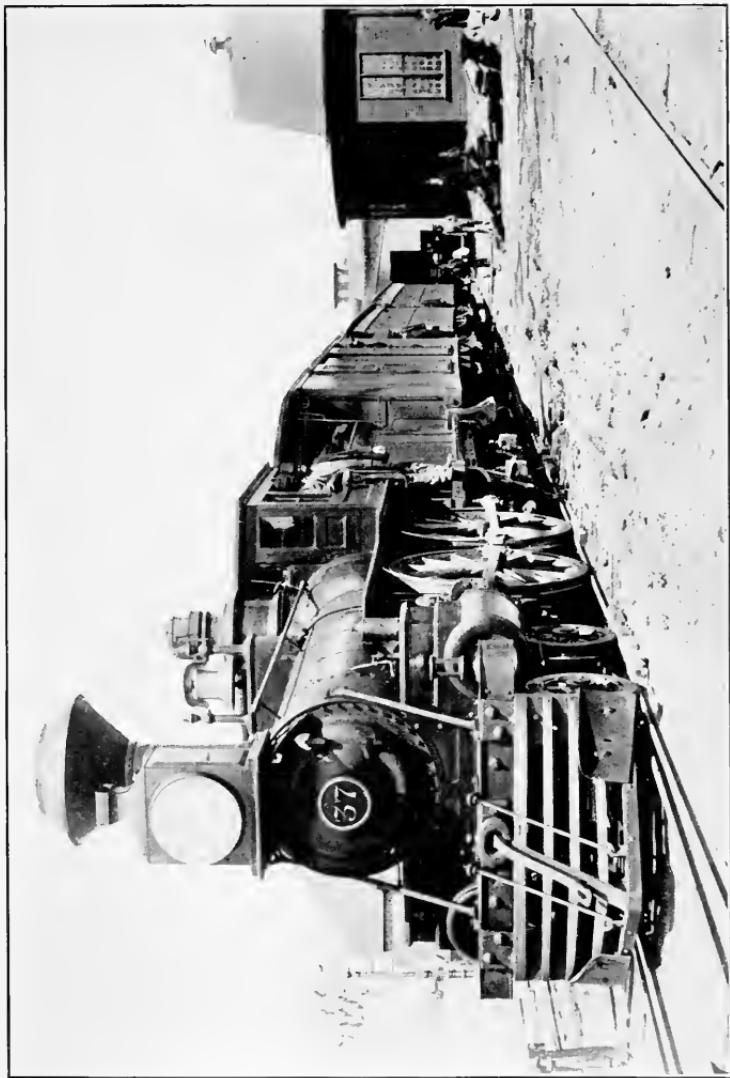
We then made a stock company called the "Hinkley and Williams Works." I received eighty thousand dollars, Mr. Williams, Mr. Child, Mr. Ayer, forty thousand dollars each.

The past year there has been a great demand for locomotives, at a very high price; such as I never expect to see again.<sup>1</sup> We estimated our

engines as soon as we can get them finished. He gave me the cheque in advance." Evidently Hinkley's credit was good, even in times of disaster.

<sup>1</sup> There is a story that reveals better than pages of explanation the quiet, very American humor that often characterized Hinkley's dealings. He was riding on a Western railroad, in the days when passes were freely given, but the conductor did not recognize him and demanded fare. "Well," replied Hinkley, drily, "I'll pay you, but I am riding behind an engine the company has not yet paid for."

That labor, like business, was not so well organized in Hinkley's time as it is to-day, is well brought out by his settle-



HINKLEY'S "HOBART CLARK" (ROAD NUMBER "37")

Built in 1866



## AUTOBIOGRAPHICAL SKETCH

profits, from 18th April, 1864, to 18th April, 1865, at about one hundred per cent on our capital.<sup>1</sup>

HOLMES HINKLEY.

ment of the only strike in his Works. When the superintendent told him the strike was threatening, he said, "Let the men come to the office and see me." After they had come, he said, "Well, boys, what do you want? More pay? Well, you shall have it. Go back to your work." With three cheers they left the office, while Hinkley turned to his partners with, "Their turn to-day; ours to-morrow." When the pressing order had been filled, all the strike-leaders, who were undesirable emergency men, were discharged.

<sup>1</sup> Early in 1866, Hinkley was taken with peritonitis, and on February 8 he died, curiously enough, the year of the death of Matthias W. Baldwin.

Jarvis Williams, till his death in 1870, took complete control of the Works; in that year they became the "Hinkley Locomotive Works," and after 1880 they were known as the "Hinkley Locomotive Company." They went on, with varying success, till 1889, when they were sold to the West End Railroad Company, now the Boston Elevated Railroad Company, which has ever since used the land and buildings as its electric power-plant.

### III

#### EARLY HINKLEY LOCOMOTIVES

BOSTON & MAINE RAILROAD,  
GENERAL SUPERINTENDENT'S OFFICE.

BOSTON, MASSACHUSETTS, December 16, 1892.

MRS. T. J. HILL,  
Wellesley Hills, Massachusetts.

DEAR MADAM: —

Replying to your favor of the 7th inst., will say that the engine "Cumberland" was purchased by the Portland, Saco & Portsmouth Railroad in the year 1841 and, as I understand it, was put on to the iron on Scarboro Marsh, and brought there on a scow.

Yours truly,  
D. W. SANBORN,  
*Gen'l Supt.*

## EARLY HINKLEY LOCOMOTIVES

MANCHESTER, NEW HAMPSHIRE, August 23, 1892.

MRS. T. J. HILL,

Wellesley Hills, Massachusetts.

DEAR MADAM: —

Answering your inquiry of the 22d inst., the Hinkley Works were the first to start in New England; the two Taunton works came next, and then there was another, which I cannot think of just now; after which came the Manchester Locomotive Works.

Our first engine (shop number 1), named the "Cossack," was delivered March 24th, 1855, and was made for the Central Military Track Railroad. Our last engine was delivered August 22 (our shop number 1565), made for the Boston & Maine Railroad. No name, as it is now customary merely to put numbers on the locomotives and no names. The number on this last engine was No. 66.

Respectfully yours,

ARETAS BLOOD.

By E. K. SLACK.

## HOLMES HINKLEY

BURLINGTON, VERMONT, August 21, 1909.

MRS. THEODA J. HINKLEY HILL,  
338 Washington Street,  
Wellesley Hills, Massachusetts.

DEAR MADAM: —

Your very interesting letter came on the forenoon of the 18th. I am pleased to write in reply that it contained exactly what we have spent time, some money, beside a great amount of correspondence, to know. We had exact knowledge of this engine "Nantucket's" belonging, prior to 1848, to the New Bedford and Taunton Railroad, from which company the old Rutland & Burlington Company purchased it. After some repairs at Taunton Locomotive Works' shop, it was sent to Albany, then loaded onto a canal barge to go to its final destination, *via* Lake Champlain. At Whitehall, New York, it was transferred to the deck of the old-time sloop "America" and brought to this village, some time in 1848 (exact date not at my hand at this writing). None of the few surviving Rutland

## EARLY HINKLEY LOCOMOTIVES

& Burlington officials or employees have ever been able to give any information concerning this engine previous to its being owned by the New Bedford & Taunton Railroad. The data you sent tally precisely with the descriptions given by those who remember seeing the engine in service; so there is no question but that early Hinkley "Nantucket" is the first engine in these parts and no doubt it was the first locomotive to cross the Vermont borders.

. . . . .

I was born at a station on the Vermont Central line and from my earliest years was greatly interested in the motive power of that road, became in time perfectly familiar with every locomotive that they had in service.

There were many that bore the distinctive Hinkley names of design and construction. They had evidently been rebuilt before I had arrived at the age to notice such things, but yet they had the Hinkley "ear-marks," just the same. Whether all of them came directly from your father's hand or were bought second-

## HOLMES HINKLEY

hand, I have never been able to find out. Two, of this many, were never changed, save having new boilers put in the old frames and converted from freight to passenger service. Three of the old freighters were famous for many years, doing all the Boston through freight business — handling all the heavy traffic of the line and were the pets of the engine men whose good fortune it was to work with them. The name Hinkley must always be associated with the rail transportation history of America. Many famous locomotives from his shop found their way into the Middle West. I have cuts and photos of a few of them. It has been my ambition to collect all the photo prints of early New England locomotives and in this collection the Hinkleys predominate. Only last Friday I got trace of one owned by a man in Concord, New Hampshire. Shall leave no “stone unturned” to secure a copy.

Soon after the opening of the Rutland & Burlington Railroad the directors purchased two second-hand locomotives of the Hinkley



HOLMES HINKLEY  
Bust made from a death-mask



## EARLY HINKLEY LOCOMOTIVES

build, the "Tiger" and "Vulcan." These were small four-wheel machines, all wheels being drivers. Their next order was filled direct from the Hinkley & Drury Works at Boston. The "Ethan Allen" and "Lake Dunmore" were delivered in October, 1854; the "Wide-a-Wake" and "Otter Creek" in December, 1855.

These four were their first heavy freight engines. They were somewhat rebuilt in 1866-67-69, and all were put into passenger train service and did excellent work. I have heard old Rutland & Burlington engineers and conductors tell of the reliability and satisfactory performances of these four locomotives.

I have written you at too great length, but your letter aroused my interest greatly. I trust that what you have in your possession, in the way of records and data, will be carefully preserved. Trusting that you will not find this long-drawn-out letter tedious, I am and remain

Yours cordially,

EZRA R. RUSSELL,

Room 5, The Clement, Burlington, Vt.

## HOLMES HINKLEY

MRS. THEODA J. H. HILL:—

I am pleased to be able to answer your note of September 4th, to-day.

Regret that I cannot give you any information regarding the locomotive "Cumberland" and very little about the "Nantucket." I have a print, a photographic print, of the Old Colony locomotive "Gov. Bradford." I am satisfied that this type was the same as the "Cumberland" and "Nantucket," except that this latter engine weighed about three tons more, and the print shows it mounted on six wheels, viz.: one pair driving-wheels, two pairs of truck wheels; it also shows a sandbox and a coal-burning smokestack. These truck wheels, sandbox, and stack were evidently added later while undergoing repairs or rebuilding. With this print, some of the original drawings (if they are available), and details from the records, a duplicate drawing, in outline, could easily be made, which would quite nearly present a representation of this early type of Hinkley locomotives, which

## EARLY HINKLEY LOCOMOTIVES

would, of course, include the above-mentioned engines.

. . . . .

As to the originality of the Hinkley designs, there is no dispute.

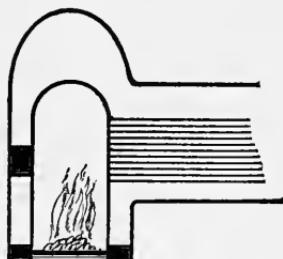
. . . . .

Yes, he broke away from the practice of English locomotive-builders in his boiler construction.

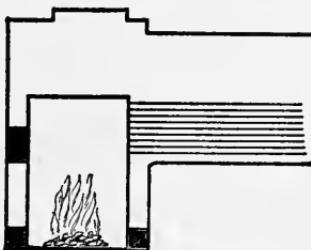
The domes of these engines were hemispherical, the tops of the inner fire-boxes following the contour of this outer dome.

These rough sketches give an idea of the two different constructions. They are sectional views of part of the boiler barrel, dome, inside fire-box, flues, and grate.

This round-top fire-box was very unsatisfactory in practice, and was wholly abandoned



English — Rogers, Baldwin, Norris, and Amoskeag Company



Hinkley

## HOLMES HINKLEY

by all builders in about 1851. None of the Hinkley locomotives were so constructed.

These early Hinkley boilers proved to be thoroughly constructed. The locomotives "Caledonia," of the Connecticut & Passumpsic Railroad; "Cascadnac," of the Vermont Central; "Rideau," of the Northern (New York) Railroad; "McDuffie," of the Boston, Concord & Montreal; "Shaker," of the Northern (New Hampshire); and "Harvard," of a line running out of Nashua, are engines that, to my knowledge, were never fitted with new boilers, a remarkable record. Some of these machines were in use in 1885.

It is due to the memory of your father that some permanent record be left of his life.

In the Rogers Locomotive Company's catalogue of 1886 there is quite an extended biographical sketch of Thomas Rogers, the founder. M. W. Baldwin's life and work has been printed in an early "construction record" of his company, the Baldwin Locomotive Works.

## EARLY HINKLEY LOCOMOTIVES

I cannot express my regrets to you for not being able to more fully answer your question at this writing, but will continue my researches in this field and advise you if anything falls under my notice, worthy of preservation and record.

Should you care to look at this, before-mentioned print of the "Gov. Bradford," I will mail it to your address any time. Let me thank you for lists of locomotives you kindly sent in your last letter (August 24).

Very truly

Your obedient servant,

EZRA R. RUSSELL,

Clement Bld.,

Burlington, Vermont.

748012

## HOLMES HINKLEY

The following is an extract from a letter (September 4, 1892) of John Daniels to Hinkley's daughter, Mrs. T. J. Hill: —

About the year 1832 your father built the first steamboat engine, of any note, in New England. The boat was built by the Quincy Granite Company. Your father built the engine, and my master, Mr. Lemuel Keene, built the boiler, as at that time your father did not build any boilers. . . . Your father then built the engine and boiler for a boat that was built at Moosehead Lake, for the purpose of towing the lumber across the lake. In 1839 he also built the engine and boiler for a ferryboat, to ply between Bath and Woolwich, on the Kennebec River. I had the pleasure of putting the boat in operation. . . . The first engine [locomotive] built in New England was built at the Mill Dam Shop. . . . The engine was copied from an English engine, called the "Mercury," built by Robert Stevenson, Newcastle-upon-Tyne. (Built by Treadwells Crooker; called the "Yankee," Boston & Worcester Railroad.)

## EARLY HINKLEY LOCOMOTIVES

Regular manufacturers that followed:—

No. 1. Holmes Hinkley	Boston, 1841.
2. Mr. Burk Lowell	Lowell.
3. Mr. Fairbank	Taunton.
4. Mr. Felton.	Portland, Me.
5. Mr. Seth Wilmarth	South Boston.
6. Mr. Souther and Lyman	South Boston.
7. Mr. William Mason	Taunton.
8. Amoskeag	Manchester, N. H.
9. Lawrence Co.	
10. Makey and Aldus	East Boston
11. Mr. Blood	Manchester, N. H.
12. Rhode Island	

Yours,

JOHN DANIELS.

## THE FIRST HINKLEY ENGINES

The following list is taken from a record prepared by Isaac Child, brother of Hinkley's partner, Daniel F. Child. This record, now in the Boston Public Library, is certified by John Daniels, who entered Hinkley's employ in 1836, fired many of the engines on their maiden trips, and remained with the Hinkley Company till 1878:—

## HOLMES HINKLEY

Name	Road	Date
Cumberland	Portland, Saco & Portsmouth	1841
Nantucket	New Bedford & Taunton	1841
York	Portland, Saco & Portsmouth	1842
Pennacook	Concord	1842
Hooksett	Concord	1842
Tiger	Boston & Worcester	1842
Tiger	Palmer & Machiasport	1842
Amoskeag	Concord	1842
Souhegan	Concord	1842
Saco	Portland, Saco & Portsmouth	1842
Casco	Portland, Saco & Portsmouth	1842
Tudor	Charlestown Branch	1842
Leopard	Boston & Worcester	1843
Portland	Boston & Maine	1843
Boston	Western	1843
Panther	Boston & Worcester	1843
St. Louis	Western	1843
Piscataquog	Concord	1843
Cincinnati	Western	1843
Charlestown	Fitchburg	1843
Fitchburg	Fitchburg	1843
Lion	Nashua & Lowell	1844
Vermont	Fitchburg	1844
Derby	Long Island	1844
Keene	Fitchburg	1844
Camel	Boston & Worcester	1844
Brattleboro	Fitchburg	1844
Burlington	Fitchburg	1844
Ætna	Charlestown Branch	1844
Reading	Boston & Maine	1844

## EARLY HINKLEY LOCOMOTIVES

This record is complete through the year 1856, and gives the names or numbers of six hundred and fourteen locomotives.









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